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[a389]

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Hongkong, 5th April, 1904. [a42]

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Hongkong, 6th May, 1903. [a218]

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Reduced to ... .. 5.00  
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Japan, &c. ... .. 10.00 and 6.00  
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Hongkong, 21st December, 1903. [a38]

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[a914]

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Table D'Hôte at separate tables.

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**MANAGER.**  
Hongkong, 10th June 1903. [a318]

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**MANAGER.**  
Hongkong, 31st October, 1902. [a49]

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A LITTLE CHANGE.

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[a607-1977]

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as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
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Macao is 40 miles south-west of Hongkong.  
One steamer (ss. *Hungshan*), daily, to and  
from Hongkong, and two steamers to and from  
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[a241] **THE MANAGER.**



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THE HONGKONG DISPENSARY.

The concession for making the railway was acquired in 1899, the same year in which the British-Chinese Corporation obtained their concession to construct a railway from Kowloon to Canton, to join the line to be built by the Belgian-American Syndicate from Wuchang to Canton. Early in 1903, the first section of the Shantung Railway, namely from Tsingtao to Chon-tsun, a distance of 303 kilometres, was opened to regular traffic. It was expected that the remaining portion, to Tsinan-fu, the capital of Shantung, would be completed by the 1st June, 1904, but the contractors have anticipated this date by nearly three months; for the first through train to Tsinan-fu was run on the 15th ultimo. The whole distance, 406 kilometres, or 252 miles, from Tsingtao to Tsinan-fu, is therefore now open to traffic, within about five years of the date of securing the concession. This is much better progress than has been made by the Belgian-American Syndicate, but how does it compare with that achieved by the British Syndicate who appeared to be so eager and so anxious to introduce the iron horse into the Celestial Empire, and more especially to connect the British colony of Hongkong with the great and busy capital of Kwangtung? Comparisons are sometimes odious, we know, but it is frequently both necessary and useful to institute them, however distasteful they may be to some of the parties interested. In this case it is not only extremely necessary to make this comparison, but it is also a duty we owe to the Colony and to all those interested in British trade with South China, or, for the matter of that, with any portion of the Far East. As against 252 miles of railway laid in Shantung, connecting the capital of the province with the German port of Tsingtao, what have the British Syndicate to show? Not one yard of railway, not a single sod cut, not even a proper survey made! This is the fact, and it reflects most severely not alone on the Syndicate or Corporation but also upon British enterprise generally, and it is naturally calculated to lower British commercial prestige in the whole of the Far East. Attention has at last been directed to this apparently inexplicable delay in utilising the concession gained with no little difficulty from the Peking Government, and the circumstances have been widely commented upon in public and by the Press, but still there is no sign of any active movement on the part of the concessionaires. The British-Chinese Corporation must, however, wake up, and that speedily, or there will soon be an agitation for the cancellation of their privilege and its transfer to some body or company able and willing to proceed at once with the undertaking. Every month of lost time will now be jealously counted, and this colony will do well, unless satisfactory proofs are soon forthcoming of an intention to proceed with the railway, to memorialise the Colonial Office on the subject.

Letters reaching Paris from Hanoi describe the province of Kwangsi as a perfect cauldron of rebellion.

A fatal case of plague—Chinese—has been officially reported as having occurred at No. 104 Kowloon Street, Kowloon City.

The visitors to the City Hall Library and Museum for the week ending the 3rd April, 1904, were 194 non-Chinese and 75 Chinese to the former, and 53 non-Chinese and 1,728 Chinese to the latter institution.

The London Times has a wireless telegraph station at Weihaiwei. Messages are being sent from the chartered steamer *Hatsumi* to this station, the pole of which is 180 feet high. A recent gale carried away 80 feet of the pole.

Sir William Harcourt, who entered the House of Commons in 1868, has intimated in a letter to his constituents that in consequence of the state of his health, he has determined not to offer himself for re-election when the General Election, "which cannot be far distant," comes. Even among his political opponents this announcement has evoked expressions of keen regret, for Sir William, whatever might be thought of his political convictions, was regarded as the greatest Parliamentarian since the days of Gladstone.

The Navy Estimates include a sum of £58,000 to be spent at Weihaiwei. When the vote was being considered by the House of Commons Mr. Flynn, one of the Nationalist members for Cork, strongly condemned this proposed expenditure on the ground that Weihaiwei is valueless as a naval base. Mr. Walton asked for information as to the item of £8,000 for the dredging of Weihaiwei. Mr. Lee said he had already explained twice the policy of the Government with regard to Weihaiwei. It had been the original intention of the Government to establish Weihaiwei as a fortified port, but later it had been decided to hold it as a British station in China where ships of the Fleet could go in hot weather as a kind of sanatorium.

A Bill has been introduced into the British Parliament by the Government to amend the law relating to false statements with respect to the financial position of companies or other bodies.

The Japan papers announce the death of Mr. W. H. Morse, one of the original partners of the well-known firm of Smith, Baker & Co., of Kobe and Yokohama. His death occurred in New York. Mr. Frank H. Hunter, formerly of the firm of E. H. Hunter & Co., of Kobe and Osaka, died at home on the 19th ult.

In consequence of the approaching tomb-worshipping festival, known among the Chinese as *Chingming*, there is at present a large exodus of Chinese to Canton. The river steamers running from Hongkong to Canton are leaving every day with large numbers of Chinese passengers; by the various steamers which left here on Sunday evening a few thousand Chinese must have left the Colony.

Replying to a question in the House of Commons last month, Lord Percy stated that the portion of the fort at Shaokhiwan previously occupied by the Russians was, on its evacuation by them, for a time occupied by a French officer with a corporal's guard, and the French flag was hoisted. The French troops have, however, now left, and a party of Russian soldiers from Tientsin are at present in occupation.

Major Magaki, a Japanese cavalry officer, was recalled to Japan at the end of February from Aldershot, where he has been for the past year going through a course of instruction in the British method of training cavalry, as carried out by the 1st Cavalry Brigade, commanded by Major-General H. J. Scobell. Major Magaki has been attached to the 8th King's Royal Irish Hussars, as he has made himself most popular with all ranks.

In the course of a discussion of the Navy Estimates in the House of Commons last month Mr. Gibson Bowles said he was informed that the new dockyard at Hongkong was a stupendous mistake, the wrong site having been selected. Mr. Lee, replying for the Government, said the professional advisers of the Government, including the Commander-in-Chief on the station, had unanimously approved of the site, and it was selected on their distinct recommendation.

The following letter was received last month by the Bible Society from Peking, from Sir Robert Hart, Inspector-General of Customs and of Posts in China:—"Enclosed please find a cheque for 100 guineas, which it gives me much pleasure to be able to send as a subscription to your Centenary Fund. It is an honour and a privilege to have even the smallest share in your magnificent work, and I wish your appeal the fullest success.—Sincerely yours, ROBERT HART."

Mr. Ernest Foxwell, late Professor of Economics and Finance at the Imperial University of Tokyo, has been delivering a course of three lectures in London on "Japanese Life and Character." In one of them the lecturer insisted that for many years Western nations did not appreciate the civilisation of the Japanese, and defended them warmly from the charge of being in any way barbarians. The people were perfectly happy with a minimum of what we regarded as material comforts. They were not divided, but the family unity was regarded as the base of all joy and happiness. The son never separated or cut himself off from his father. They did not understand the sending of people into a workhouse, and thought that was barbarism. They were more healthy than the poorer classes in England, more contented, and lived in a more decent manner than the poor in England. A common saying was, "An unmarried man is a barbarian." There was a total population of 40 millions of people, and not more than 21,000 in what would be considered here a state of pauperism, the majority of these being children who had lost their parents by earthquakes or other natural disasters. In their business relations the Japanese thought equity should be the ruling principle, and not a hard and fast contract.

#### THE NEW GOVERNOR OF MACAO.

His Excellency S. Honor Martinho de Queros Monteiro, his wife, three children and aide-de-camp, Lieut. Christovam Ayres de Magalhães, arrived from Lisbon by the Messageries Maritimes s.s. *Andania*. Consul-General A. G. Romane and Vice-Consul J. J. Leiria went on board to meet the party and brought them ashore in their launch. The visitors put up at the Hongkong Hotel, but, owing to the weather, were unable to "do" the city. They were seen on board the gun-boat *Dix* yesterday morning by the Consul and Vice-Consul, the *Dix* leaving for Macao at 8 a.m. His Excellency will take over the government immediately after landing, preparations having been made for his reception. His Excellency has acted as Governor of Portuguese African Colonies, and has held several diplomatic positions. In appearance he is more like an Englishman than a Southerner and has a thorough sailor-like manner.

It will be remembered that since Governor Novais left Macao, some months ago, the government has been in the hands of Bishop João Paulino, Judge Albano de Magalhães, and Senhor Alves Branco, the harbour-master. Judge Albano de Magalhães, by the way, is leaving for Japan via Hongkong by the Canadian Pacific s.s. *Empress of India* on the 20th inst. It is rumoured that the Bishop is leaving Macao on a visit to Singapore. Dr. Alfredo Lello, who was Colonial Secretary in the days of Governor Novais, and went home on leave, is now on his way out again to take up the position of Colonial Secretary.

## TELEGRAMS.

### REUTERS' SERVICE.

#### THE VOYAGE OF THE "DISCOVERY."

LONDON, 3rd April.  
The *Discovery* among other important geographical and scientific results, found that Wilke-land is non-existent, the *Discovery* having sailed over the region where Wilkesland is charted. The work of excavating the *Discovery* was a gigantic task, as eighteen miles of ice had to be cut through to enable her to reach the open sea.

#### WESLEYAN GARRISON AND NAVAL CHURCH, WANCHAI.

Easter Sunday was a red-letter day in the history of this church, which had been closed for the last four months for the purposes of rebuilding and enlargement. Twenty feet have been added to the length, and the addition of side aisles completes the original design of the church. The architect, Mr. A. Denison, A.M.I.C.E., and the builder, Mr. Kim Tuck, are to be congratulated on a fine piece of work carried out punctually to the day. On Sunday morning every available seat was occupied. There were just over four hundred soldiers and sailors present; these, with a hundred civilians, made up a congregation of five hundred. The seating capacity of the church has been doubled by the extension. The preacher for the day was the Rev. T. W. Pearce, L.M.S. In a few introductory and congratulatory remarks Mr. Pearce spoke of the happy coincidence of the opening day with the great and joyful feast of Easter. The sermon, founded on I. Cor. 5, verse 8, was most appropriate to the occasion, and the two main thoughts were Easter joy and Easter duty. Through the kindness of the Colonel and officers of the Sherwood Foresters the band of that regiment sent a contingent under the leadership of Bandmaster Bradley. Mr. Pearce preached again in the evening to a good congregation. The collections taken were the largest on record for this church. The day was bright, and amid the happiest auspices this enlarged church has entered upon a new life. The opening services will be continued next Sunday, when the Rev. C. H. Hickling will preach in the morning at 10.15 a.m. and the Rev. W. Bridle in the evening, at six o'clock.

### LICENSING SESSIONS.

#### THE CONNAUGHT HOUSE LICENCE.

Four of the Justices, Messrs. J. H. Kamp (presiding), F. J. Badley, C. D. Melbourne, and Ahmet Runjelm, at a meeting held yesterday further considered the application made a week ago for the transfer of the Connaught House liquor licence. Mr. P. W. Goldring (applicant), from the office of Mr. J. Hastings, appeared for the hotel proprietor, and Mr. G. K. H. Bruton (applicant), appeared for Mr. Clark, the late manager, who opposed the transference of the licence to Mr. Bishop.

Mr. Goldring said he understood that, on the 1st inst. Mr. Clark left the Connaught House Hotel and took his clothes and possessions therefrom, thereby breaking a condition of the licence. On two nights he slept on the premises, returning one night at 2.30 a.m., and on the other night at 3.30 a.m. He had not taken any part in the management of the Connaught House since the 1st inst., and had not interfered with Mr. Bishop, who had assumed the management from that date. Mr. Clark was legally dismissed, and could take proceedings against the hotel if he thought fit. After his dismissal he had slept at night in the room of a man who was away. The guest had chosen to give him the use of his room, but he had no interest in the affairs of the hotel. Mr. Goldring asked the justices to grant a licence to Mr. Bishop; there was nothing against granting two licences.

#### COAL FROM CARDIFF.

During the month of February 41 vessels with cargoes amounting to 120,200 tons of steam coal cleared at Cardiff for Far Eastern ports, a large proportion being for Japan. The *Sado Maru* left Cardiff with 3,500 tons, and the larger Japanese steamers, the *Bingo Maru* and *Kawachi Maru*, were at Cardiff early in March taking on board over 12,000 tons. In order to lessen the risk of interference by Russian warships, cargoes consigned for the Japanese navy have been diverted to the Cape route. Consternation was caused at Cardiff when it was officially announced by Russia that "neutral ships captured while engaged in flagrant act of contraband can, according to circumstances, be seized and even confiscated."

## WAR NOTES.

### BRITISH SHIPS STOPPED IN THE RED SEA.

Besides the British colliers *Ettrickdale* and *Frankly* which were seized by the Russian squadron in the Red Sea in February, but subsequently eluded the squadron, we note that the *Benelder* (Captain Macintosh) was stopped and searched. Her cargo consisted chiefly of scrap iron for China. The British collier *Roseley* had a searchlight turned on her, but she was not boarded. The *Palawan*, bound for Yokohama, had her papers twice examined by Russian officers of the warship which stopped her.

### A DRY DOCK FOR PORT ARTHUR.

Seventy shipwrights and artificers left Sevastopol recently for Moscow, where they will be joined by two thousand men from the Baltic yards, the whole party then proceeding by rail to Port Arthur. It is stated that Professor M. J. Timanoff was also leaving for the Far Eastern port. He has a plan for the immediate construction of a temporary dry dock at Port Arthur, capable of taking in the injured warships for repairs. The Professor's project is to close in by a dam an inner corner of the harbour, go to work with the powerful dredgers, and then pump out the enclosure. There is no lack of appliances and material ready to hand, says the correspondent, but it is doubtful whether the dry dock can be constructed in time to be of material service to the Port Arthur squadron, and the constructive work may possibly be retarded or stopped by the long-range fire of the enemy's guns.

### RUSSIA'S PROPOSED NAVAL REINFORCEMENTS.

Papers by the mail contain confirmation of the special telegram published in the *Daily Press* a month ago announcing Russia's intention to dispatch 45 warships to the Far East at the end of June. The squadron will consist of fifteen large ships, which will be accompanied, as we suggested at the time, by about 30 torpedo-boats. The composition of the squadron will be as follows:—The eight battleships *Borodino*, *Orel*, *Imperator Alexander III*, *Kniaz Suvoroff*, *Oslabya*, *Narvin*, *Sisoi Veliki*, and *Imperator Alexander II*; the two armoured cruisers, *Dmitri Donskoi* and *Oleg*; the three protected cruisers, *Aurora*, *Jamshuk*, and *Luznrad*, the two latter being of the *Novik* type; and the two large transports, *Kamchatka* and *Ocean*, which recently returned from the Far East. This squadron will be commanded by Rear-Admiral Roystensky.

A commentator remarks that this fleet is a "scratch pack" in every sense of the term, made up as it is of vessels that are still in dockyard hands and have not yet run their preliminary trials, together with some of the oldest vessels that the modern Russian Navy possesses. They all, too, vary among themselves in speed and in coal capacity, while none of them has the means of getting over more than half the distance without re-coaling. How that supreme difficulty in this regard will be got over remains yet to be seen, and it will be a highly interesting spectacle for outsiders.

### RUSSIAN FINANCE.

The Central News has been officially informed that, according to the balance-sheet of the Russian State Bank, issued at the end of February, the bank had in hand 921 million roubles in gold, while the outstanding paper currency issued, including the fifty million roubles issued recently, is 605 million roubles. In addition the Russian Treasury has a large amount of gold with foreign banks for the payment of coupons, which does not figure in the balance-sheet. The current account of the Treasury in the bank is 416 millions. The Central News is authorised to state that no foreign loans are at present contemplated by the Russian Government, and at the present time would be unnecessary, owing to the ample resources at its disposal.

### "TOO PREVIOUS."

A "Too Dumb" was sung at the Winter Palace in St. Petersburg in the presence of the Tsar and Tsarina "after the defeat of the Japanese squadron at Port Arthur when it retreated and was pursued by the Russian squadron." The news of this alleged defeat caused rejoicing at the Palace and among the Ministers. "It is probably recognised by this time in Russia that the time for rejoicing and singing 'Too Dumb' is not yet."

### RUSSIA'S "SOVEREIGN RIGHTS" IN THE FAR EAST.

The Tsar addressed the following message to General Kuropatkin, the Commander-in-Chief of the Russian Army in the Far East:—

"Although, as the head of the military administration since 1893, you have worked with energy and assiduity to reorganise and perfect the army, your work is not yet done. The hour has come when I must summon you to the head of my valiant army to defend the honour and dignity of Russia and her sovereign rights in the Far East."

"Knowing your brilliant gifts and the imminent preparations for battle, I am glad to entrust to you the responsible command of my Manchurian army against the Japanese."

"On your leaving your work as Minister, may God help you in your difficult task which you have with self-denial assumed. In taking leave of you and in thanking you for your six years' work for the good of my dear army, I confer upon you the Order of Alexander Nevsky in brilliancy."

"Wishing success to you, and trusting to you to transmit to my brave army my Imperial greeting and my blessing, may God keep you unharmed."

### "NICOLAS."

PREACHING PEACE AND PREPARING FOR WAR.  
The following interesting statement was issued by the Japanese Legation in London last month:—

In the official communiqués of the 18th and 20th of February, the Russian Government

have charged Japan with having treacherously obtained a slight bloodless victory by a sudden attack upon Russia, which was bent upon maintaining peace. It was also asserted in those communiqués that, as the rupture of diplomatic relations could never be taken as the commencement of hostilities, and as Japan did not issue her declaration of war until the 11th of February, she was guilty of a flagrant breach of the principles of international law in making, as early as the 8th, the most unwarrantable attacks upon Russian men-of-war and merchant vessels.

As to whether Russia had ever entertained any sincere desire for peace or not, one can easily judge from the facts that she persistently refused throughout the whole course of negotiations to meet the proposals made by Japan in a conciliatory spirit, and that by wanton delays put off the settlement of the question, while at the same time she was busily concentrating her naval and military forces in the Far East.

The fact that Russia, since last April, when she failed to carry out her promised second evacuation of Manchuria, extended greatly her warlike preparations in the Far East, will amply confirm the above statement. The following increase has been made in her naval strength:—

CLASS OF VESSEL.	NUMBER.	TONNAGE.
Battleships	3	38,482
Armoured cruiser	1	7,726
Cruisers	5	26,417
Torpedo destroyers	7	2,450
Submarine	1	1,334
Mine ships	2	6,000
	19	82,415

In addition to these, Russia sent destroyers in section by rail to Port Arthur. The work of putting these vessels together has been hurried up, and seven of them have already been completed. At Vladivostok two vessels of the Volunteer Fleet were armed, and they hoisted the Russian naval ensign. Furthermore, Russia ordered out one battleship, three cruisers, seven destroyers, and four torpedo-boats, the total tonnage of which amounted to about 70,740 tons. These vessels might have joined the Russian squadron already in the Far East had not certain circumstances compelled Russia to recall them, and these, if added to the others, would make the aggregate increase exceed 113,000 tons.

The increase in land forces since the 20th of June last, when, under the pretext of a trial transportation on the Siberian Railway, Russia sent to China two infantry brigades, two artillery battalions, a body of cavalry, and military trains, Russia has continued to despatch her troops to the Far East, and at the beginning of February, 1904, the total augmented strength of land forces was over 40,000, and plans were being made for sending out, if necessary, over 200,000 more. Russia has at the same time been engaged day and night in strengthening fortifications at Vladivostok and Port Arthur. Forts were built at Hun-Chun, Liao-Yang and other strategic points. Arms and ammunition were forwarded to the Far East by the Siberian Railway, and in the middle of October last a train of fourteen cars hurriedly left Russia laden with the necessary equipment of a field hospital.

These warlike preparations clearly show that Russia had not the least inclination for friendly negotiation, but solely sought to force Japan into submission by dint of military preponderance. From the latter part of January of the present year to the beginning of February the warlike activity of Russia became still further intensified. On the 21st of January about two battalions of infantry and a detachment of cavalry were despatched from Port Arthur and Dalny to the northern frontier of Corea, and on the 28th an order to prepare for war was given by Admiral Alexieff to the forces which were stationed in the vicinity of the Yalu. On the 1st of February the Commander-in-Chief at Vladivostok, under orders of his Government, requested the Japanese commercial agent at that port that, as a state of siege might at any moment be proclaimed there, he should warn his nationals to prepare to withdraw to Haborovsk. Troops were advancing in large forces from Liao-Yang towards the Yalu, while at Port Arthur all the powerful men-of-war except one battleship then under repair steamed out into open sea.

Who could then say that Russia had no warlike intention, or that she was unprepared for war?

### THE FIRST JAPANESE RIFLE.

Admiral J. Moresby (retired) writes the following interesting letter to a London contemporary:—"At the present juncture the following incident of the practical intelligence of the Japanese may be interesting.—In January, 1885, just two months after the action at Simonoseki had been fought, where the Japanese were partly armed with bows and arrows and clad in chain armour, I happened to be senior naval officer at Nagasaki, and became on very friendly terms with the Governor of the city.—On my departure for England, on promotion, he gave me a farewell banquet in the old Japanese style. At its close he caused a Winchester breech-loading rifle to be placed in my hands. I guessed he had an ulterior object in view, and, observing that the name 'Winchester' on the lock had evidently been engraved by a hand unaccustomed to Latin characters, I remarked: 'Your Excellency has done well in manufacturing so perfect a lock for this rifle.' With huge delight, he informed me that lock, stock, and barrel had all been made by Japanese workmen, and begged me, on my return to England, to tell my Queen what I had seen. I had to tell him I could not do that, but I would tell the Admiralty, and I did."



## CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

**NOTED BRIGAND'S SURRENDER.**  
The notorious robber named Li-Pak-Hoi, for whose capture rewards were unavailingly offered by the officials, surrendered himself on the 27th ultimo unto Li-Taotai, who had sent Pan-Shi-Oi, a military officer, and some others to the mountains where the robber's den was situated to persuade and induce him to come to Canton. Li-Taotai promised to treat him kindly and give him a military appointment. Li-Pak-Hoi was nowhere to be found till the 17th ultimo. He refused to surrender until the deputed officers made perfect arrangements with him to fulfil the promises of Li-Taotai. He marched with several tens of his followers to see Li-Taotai, who brought him and his friends to Canton on the 1st instant.

**FOREIGN DRILL FOR CHINESE SOLDIERS.**  
It is reported that Viceroy Shum is arranging for 40,000 robust young soldiers from the garrisons of various provinces to be instructed in foreign military drill under his personal supervision. They will be paid high wages and armed with guns of the latest pattern. If war breaks out between Russia and China it is the Viceroy's intention to march with the soldiers to the North and to take the field himself. He has already ordered six thousand soldiers from the province of Shensi to be sent to Kwangtung.

**A POLICE FORCE FOR CANTON.**  
Viceroy Shum has issued orders for the formation of a police force in Sankwan, Canton, the organization to be similar to that of the Hongkong force. The head office is to be established in Chau-Tong-Nam, the scene of the late big fire, and thirteen stations are to be built in different parts of Sankwan. The force will comprise 1,300, who are to be selected from the different garrisons.

**A FIGHT WITH ROBBER BANDS.**  
It is reported that on the 16th ultimo Admiral Ho Chang-ching, of Tiger Pass, proceeded with a number of military officers and about 1,200 soldiers on board sixty large junks to Kam Yau Wan in Hongshan district to effect the capture of two notorious robber leaders named Lam Kwa Sz and Ching Pak, who have about two or three thousand followers and have carried on their depredations for several years in different places of Hongshan. Serious raids were made by them at the beginning of last month in Kam Yau Wan and the surrounding places, when a number of houses were burnt. They had encamped in the rice fields in the vicinity of Kam Yau Wan and the troops attacked them from three positions. The robbers, all armed with modern weapons, fought desperately against the soldiers for about two hours. Eight soldiers were killed and about thirteen wounded. It is said that the robbers had only two killed and several wounded. Of the two killed one was a rich man captured by the robbers for ransom. The two robber-leaders are still at large.

## SALE OF CROWN LAND.

New Kowloon Marine Lot No. 2, situated at Laihekok, was let by public auction yesterday at the offices of the Public Works Department, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by His Majesty's surveyor for the rest of the term of lease from China, or for a further term of 75 years if competent for the Government so to make it. The lot in question has an area of 345,928 square feet; north boundary, 214 ft.; south, 700 ft.; east, 687 ft.; west, 816 ft. The annual rent is \$2,978. A special condition of the purchase is that the purchaser must reclaim the entire area of the lot commencing at \$10,378 as an upset price the bidding had to advance at not less than \$50 a time. Messrs. J. D. Humphreys and T. F. Hough bid against each other, Mr. T. F. Hough finally knocking the lot down for \$16,550. Mr. Hough made the purchase on behalf of the Standard Oil Company of New York.

Inland Lot No. 1714, situated at Bonham Road, was let for 75 years, with the option of renewal at a Crown rent for a further term of 75 years. The northern boundary measures 56 ft. 6 in.; south, 118 ft.; east, 86 ft.; west, 53 ft. 6 in. The area in square feet is 5,000. Annual rent, \$35. A special condition was that the purchaser must construct substantial retaining walls where necessary to prevent landslips in the event of his cutting away any portion of the hill in order to level the site. The upset price was \$1,500, bidding going up by \$20 a time. Mr. A. P. Samy purchased the lot for \$1,520, there being no bidding against him. Mr. Samy, we understand, intends to build a house for himself.

## NAVAL NOTES.

In the House of Commons on the 5th ult. Sir Thomas Dewar asked the strength of our naval forces in the Far East. Mr. Pretyman said there were five battleships, four first-class cruisers, four second-class cruisers, one third-class cruiser, eight sloops and gunboats, nine destroyers, twelve river gunboats and special service ships, and four torpedo-boats. Messrs. Scott and Co., of Greenock, on the 3rd ult. launched the armoured cruiser *Argyll*, which is one of the improved County class. The vessel has a displacement of 10,850 tons. Her armament consists of four 7.5-inch guns, six 6-inch guns, two 12-pounders, 23 3-pound quick-firing guns, two maxims, and two 18-inch submerged torpedo-tubes.

Messrs. Vickers, Sons, and Maxim launched from their Barrow works, on the 3rd ult. two submarines. The vessels are 100 feet in length, and embody all the latest improvements suggested by results of experiments with those previously built. There are nine others in course of construction, or about to be constructed. Two of the earlier type have been successfully experimented with in dock, and will be delivered to the Admiralty shortly.

## SUPREME COURT.

Tuesday, 5th April.

Before Mr. T. SERCOMBE SMITH (ACTING JUSTICE JUDGE).

## IN SUMMARY JURISDICTION.

**ALLEGED BREACH OF AGREEMENT.**  
Fung Wai Shan, of No. 123, Des Voeux Road West (plaintiff), and the Tak On Insurance Exchange and Loan Co., Ltd. (defendant). The plaintiff claimed \$1,000 damages for breach of an agreement in writing whereby the defendant company for a consideration agreed to pay the plaintiff the sum of \$200 per annum for his life; and the plaintiff claimed the costs of suit. Mr. J. Hastings (solicitor), appeared for the plaintiff, and Mr. Stevenson (solicitor), of Messrs. Deacon, Looker, and Deacon, for the defendant company.

Mr. Hastings said that the company was registered in June, 1903, prior to which Kwok Chu Kwan and Sit Chi Nam, who were afterwards appointed the permanent secretaries of the company, approached plaintiff requesting him to obtain shareholders on payment of \$100 per annum in perpetuity for each person whom he got to subscribe \$40,000. He agreed to do so, and was successful in obtaining two persons to subscribe for shares and defendant company agreed to pay him \$200 perpetually. This year, however, the directors wrote him to the effect that as the business was greatly decreasing and there being fear of it not being able to be continued longer if he had a better situation to take up he was at liberty to go. That letter in no way affected the agreement, and Mr. Hastings contended that plaintiff was entitled to regard it as being effective during the whole of his life. In such case damages should be such of would purchase him an annuity of \$200 per annum for life, and it would be seen that the amount claimed was very small indeed.

Mr. Stevenson maintained that in view of the fact that the shares in question were not taken up, the agreement was bad for want of proper consideration. Evidence was taken. His Honour reserved judgment.

## POLICE COURT.

Tuesday, 5th April.

Before Mr. J. H. KEMP (Police Magistrate).

**NOT ANSWERING A SUMMONS.**  
A bl. jacket of the *Glory*, named Wynosa, was charged with not answering a summons for assaulting a Chinaman. He was fined \$10.

**RETURNING FROM BANISHMENT.**  
Inspector J. Williamson brought a Chinaman before the Magistrate for returning from banishment. The man was one of a gang who, after an Indian policeman had been mutilated at Young Shu Wan Lama, shortly after the New Territory was taken over by the British in 1899, was deported for having no visible means of support. He was arrested the day before yesterday by one of the Inspector's Chinese detectives, Au Fong by name, at Aberdeen Village. The defendant admitted he had returned from banishment, and was sentenced to four hours in the stocks, and one year of imprisonment. Since the gang to which this man belonged was banished there has been little or no crime in the district in question.

**ROBBING AN EMIGRANT.**  
When emigrants return from Singapore, and other places, with their hard-earned savings, they provide quite a harvest for boarding-house keepers and others in Hongkong. Long before the ship is brought to anchor these land sharks climb up the vessel's side by means of bamboo boat-hooks and throw the emigrants' baggage into their boats, the poor Chinese, of course, being obliged to follow their belongings. On landing they are quickly spotted as new chums, and very often robbed.

A Chinaman was yesterday sentenced to one month and six hours in the stocks for snatching money from a Singapore emigrant.

**ARK NEWSBOYS HAWKERS?**  
Two newsboys were charged by the police with hawking newspapers on the street without a licence. Mr. Kemp said he was not satisfied that the boys were hawkers within the meaning of the Ordinance, and adjourned the further hearing of the case until Friday.

## NOTES FROM THE BOTANIC GARDENS.

The large bush of *Bougainvillea* on the east of the Gardens has been the subject of much deserved admiration during the last three weeks; the mass of glowing colour could indeed hardly be surpassed either naturally or artificially, and it is to be hoped that the combination of favourable conditions that produced it this year may often recur.

There is a large number of Orchids in flower just now in No. 1 house, including *Celestine pandurata*, *Cypripedium Esch* and *Phalaenopsis schilleriana*. Behind the Orchids in the same house may be seen a flowering specimen of the curious thorny Aroid, *Lasia heterophylla*.

A tree of the beautiful Japanese *Kobushi* (*Magnolia Kobus*) may be seen on the right on leaving this house. The first of its purple flowers are just opening. The heavy scent with which the air in this part of the Gardens is laden comes from its near relative, *Michelia* *Fuscata*, mentioned in last week's Notes.

While passing through Hongkong the other day on his way to England from the north, Mr. Alfred Crossfield left a fine collection of carefully dried plants that he had brought down with him from Szechuen to be named in the Colonial Herbarium. The duplicates will in many cases form additions to the material already accumulated from the upper Yangtze.

## A ROAD TO TIBET.

Mr. Sarat Chunder Das Bahadur, the Tibet traveller, has written to the Bengal Chamber of Commerce suggesting making a road eastwards from Sadyain North-East Assam through the Mishmi country to Rima, a distance of a hundred miles, thereby re-opening the old trade route with Chennad and Eastern Tibet, which has long been closed owing to the depredations of the Mishmis, a wild tribe of the Indian border which murders travellers but which could easily be kept off the road by comparatively inexpensive police arrangements. Between Sadyain and Rima, he says, are nowhere mountains more than five thousand feet high, and the engineering difficulties, he thinks, are inconsiderable. Once communication with Rima was opened up, goods would begin to find their way through, but a further hundred miles of road-making would ultimately be desirable to connect with Bataung, on the main route between Peking and Lhasa, which runs through open country within two hundred miles of Assam. It is along this route that the Chinese Amban regularly travels in his sedan chair home with thirty coolies in his journeys between Peking and Lhasa. Were communication with this road established, Indian goods would find their way directly into each province of Kham which is inhabited by Tibetans under the rule of China. A march of two hundred miles, which they would think nothing of, would be all that would separate the coolies of Kham from the labour market of the Indian tea industry, while enterprising merchants of Tiharung, who now travel all this way round by Lhasa to Darjeeling and thence to Calcutta, would be afforded an infinitely easier route for the importation of Indian tea. At Bataung, at which are the headquarters of Mokong, Sarat Chunder Das suggests that a British Consul should be located to watch over British trade. He holds that this route is a promising one that exists for the opening up of direct overland communication between India and the province of Szechuen in Western China, and he points out that the present is an excellent opportunity for overcoming the initial difficulties. His advice carries great weight, as he is undoubtedly one of the best informed authorities upon the subject.

## THE METRIC SYSTEM.

**OPINIONS OF THE COLONIES.**  
A White Paper has been issued containing Papers relating to the proposed adoption of a metric system of weights and measures for use within the Empire. In a September, 1902, Mr. Chamberlain transmitted to the various Colonies the Resolution adopted at the Conference of Colonial Premiers in London. This affirmed that it is advisable to adopt the metric system of weights and measures for use within the Empire, and Mr. Chamberlain asked for the views of the Colonial Governments, pointing out that the Resolution applies only to weights and measures and does not extend to currency. The following summary of the replies prefaces the Despatches from the Governors of the Colonies:—The metric system is already used in Mauritius and Seychelles. The following are favourable to its adoption:—Australia, New Zealand, Cape of Good Hope, Transvaal, Orange River Colony, Northern Rhodesia, Gambia, Northern Nigeria, Gibraltar, British Guiana, Trinidad, Leeward Islands, Windward Islands. Also, with a reservation that it must also be adopted in the United Kingdom or in the Empire generally:—Sierra Leone, Southern Nigeria, Ceylon, and Falklands. Hongkong would take common action with other Colonies. The States of New South Wales, Victoria, and Western Australia are also favourable, but, together with South Australia and Tasmania, consider that the matter is one for the Commonwealth Government. Fiji is doubtful, but must follow New Zealand. No definite answer has been given by Newfoundland, Malta, or Bermuda. Canada has not yet replied.

## SHIPPING NOTES.

**THE WEATHER OUTSIDE.**  
The Chinese s.s. *Tai-shan*, which reached this port yesterday from Shanghai with a consignment of general reports light northerly breeze and fine weather to Tungyang; thence dense fog to Oaken, and calm and cloudy weather to port. The *Loongyang*, British steamer, from Manila with a cargo of general reports good passage, rainy, with smooth sea; light, variable winds.

**RICE.**  
The German steamers *Elise* and *Johanna* arrived yesterday with consignments of rice for Messrs. Jensen & Co., and the German s.s. *Holstein* with similar cargo for the Yuen Woo Co. All three were from Saigon.

**COAL.**  
The Norwegian s.s. *Prometheus* arrived on Monday with coal for the Osaka Shosen Kaisha.

**STEAMER MOVEMENTS.**  
The P. & O. steamer *Malta* left Singapore for this port on the 3rd inst., at noon, with the outward English mail, and is due here on the 8th inst., at about 8 a.m.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 4.30 p.m. on the 4th inst., and left again at 5 a.m. on the 5th inst. for Kobe, where she is due to arrive at 5 a.m. on the 6th inst.

The C.P.R. steamer *Albatross* arrived at Shanghai at 12.30 p.m. on the 4th inst., and left again at midnight same day for Hongkong, where she is due to arrive at 6 a.m. on the 8th inst.

The Imperial German mail steamer *Hamburg* left Kobe for Nagasaki and Shanghai on the 4th inst., a.m., and may be expected here on the 12th inst.

The Imperial German mail steamer *Prinz Heinrich*, which left here on the 31st ult., at noon, arrived at Shanghai on the 3rd inst., at 1 a.m.

The O.S.S. and C.M. steamer *Jason* left Singapore on the 4th inst., and is due here on the 10th inst., at daylight.

The O.S.S. and C.M. steamer *Achilles* left Singapore for this port, and is due here on the 10th inst., at daylight.

The P. & A. steamer *Indravelli* arrived at Yokohama on the 4th inst., and may be expected here on the 14th inst.

## PARIS LETTER.

WAR REPORTS.

PARIS, 4th March, 1904.  
The vast amount of faith placed in all Russian reports from the Far East requires a lot of checking. Happily such influential organs as *Le Temps* keep such faith under control by giving what it rightly considers more accurate reports extracted from the English and American papers. Recent Russian defeats have maddened Anglophobes here, and they, like the Nationalists, are anxious to turn the minds of Frenchmen against everything English and American—since the latter are held responsible for Japanese victories. M. Loubet, as head of the State, deserves the greatest praise for the continued determined policy which he assumes. The Government, like the President, whose acts are alone judged by the outside world, does not intend to fall out with England, nor allow present cordial relations between the two countries to be affected in the slightest by the hostile attitude of the wild journals, or their representatives. The sincere desire to live in peace with all nations is the sole desire of both Governments. Of course serious persons in France attach no importance to those unimportant causes of disturbance of any sort; to be the dupes of Press intrigues never enters their heads. The French do not understand England's rôle in the Far East—which is to be absolutely neutral, however much she may sympathize with her ally. The Government is well in mind of the fact that the interests of Great Britain and France, in that part of the world, are identical—the greater the reason why both nations should do everything in their power to maintain the Chinese Empire in its present state. To strive and safeguard the interests of European trade is a factor that must at all costs be upheld by England and France. The present line in the war is to be expected. Japan is preparing for forthcoming land operations; Russia is endeavouring to do the same, though all is panic and confusion. Her state of unpreparedness has been her ruin up to the present, and unless her military preparations are better than her naval ones, the Japanese, though in inferior numbers, will be able to inflict serious losses on the Russians. Japan's plan of campaign is a mastery one, and will cause the Russians much trouble. France is naturally all sympathy for the Tsar and his valiant subjects, though the latter cannot be said to have distinguished themselves so far, either from a military or a naval point of view. That will come perhaps later, but not before the Japanese have again shown them what strategy is—what the Russians are most deficient in. So far the victorious Japanese are masters of the situation; having the Chinese on their side has added another thorn in the side of their rivals. The Russian fleet at Vladivostok prefers remaining inside the harbour; as for Port Arthur, its capitulation is looked upon as certain.

**THE DREYFUS CASE.**  
No excitement, it may be said, prevailed in the Criminal Chamber of the Court of Cassation, when the Dreyfus case once more came up for hearing a few days ago. The authorities, however, took every precaution to avoid the possibility of a demonstration as the Captain Dreyfus made his way to court, this time to listen to the Public Prosecutor debating on his innocence. Entrance to the court was entirely free to all those that cared to enter, and the *curieux* took due advantage of such freedom to fill the *chambre*. Inside the court the absence of guards and police was conspicuous; further, no barriers had been erected. Among those present, were several persons seized up with the cause *dreyfus*; many well-dressed ladies were also present, one of whom created a sensation by appearing all in white. The first day of the new trial was somewhat monotonous, as no witnesses were called, the proceedings in the present application being almost restricted to lawyers and judges. Public interest was keen when Maître Boyer, who, it will be remembered, was appointed to report on the new facts, came forward and stated that during the second court-martial at Rennes, a number of forged documents had been presented, and which had been tampered with by Col. Henry, in order to make them applicable to Dreyfus, and that evidence was now forthcoming to show that documents which clearly proved his innocence were suppressed! The Public Prosecutor followed this statement up by admitting that up to the time of investigating the case he himself was convinced that a miscarriage of justice was practically impossible, but as he proceeded through the *dossier*, and realized the quantity of its contents, he was first amazed and then stupefied, when he came to the "secret dossier." It soon became clear to him what a miserable travesty it was. The conclusion to be drawn after a conscientious examination of the facts was, that although there was undoubtedly a traitor in the case, that traitor was not Captain Dreyfus, who had been but the unfortunate victim of a most lamentable miscarriage of justice which it was only right, should now be remedied. What the Court of Cassation have now to decide is, whether they shall send Captain Dreyfus to be tried again before a new court-martial, or try him themselves. The final decision will have to be delivered by the judges of all three Chambers of the Court of Cassation sitting as one tribunal, and not, as many imagine, by the Criminal Chamber. When will the whole "old" affair be finished?

**A NEW PLAY.**  
*La Main Passe* is the title of M. Georges Feytaud's newest play, which, like the rest of his well-known pieces, has turned out a remarkable success. *Le Théâtre des Nouveautés* was crowded on the night of the first representation to see which was borrowed from card-playing, has been applied by M. Feytaud to matrimony. The principal points of *La Main Passe* are as follows:—A husband has a wife who has made him very happy up till now; this state of bliss would have continued had it not been for the husband suddenly finding out that his wife has a lover. This discovery puzzles him; it is no use making a fuss, so thinks the philosophical husband, who decides that the best thing he can do under the circumstances is to *passer la main* to the lucky one. He accordingly divorces his wife, Francine, provided that she already signifies nothing; he is bent upon divorcing his wife Sophie, who is a gentle creature—which he ultimately does. However, though he and Francine were happy as lovers, they become most miserable when man and wife, and when Francine looks with favour upon a certain comic deputy, Massenay thinks it his turn to pass on Chantal's wife to this third party, when he again marries his own proper wife. The story is a simple one, and the piece, which is admirably staged, is scintillating with wit throughout.

**A "WALTZING CHAMPIONSHIP."**  
The French sporting world has expressed its admiration for the "waltzing championship" which has taken place in Paris. Forty-four The Pathefreres-Macniven & Cameron, Limited, deserve A NATIONAL MEMORIAL for their excellent inventions. *Denver Chronicle*, THE WATKINS PRESS, THE PICKWICK PRESS, THE OWL PRESS, THE HERON PRESS, Sold at all Stations, Watkyns Works, Edinburgh. [402-2]

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(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

couples entered the competition, while the couple who was able to keep up the hop longest without break to the sounds of the two hands which played intermittently, was declared the champion. The signal to start was given by pistol shot; during the first hour only eight couples were disqualified; during the second hour ten others, during the third eight more, during the fourth hour seven others. Others dropped out by and by; but two more hours elapsed before the great contest was over. Eight couples danced more than five hours, and seven couples more than six hours. When 6h. 39m. were registered, only two couples remained on the "field"; one of these gave in five minutes later. Madame Marie Charon and Monsieur Vincent, after a final turn round the large hall, were awarded championship honours as well as the sum of 50 francs, or first prize. The second prize was 30 francs, and the third, 20 francs. The next seven couples received compensation in the form of a bottle of champagne each. Much work and very little pay.

**CUSTOMS INSPECTORS AND X RAYS.**  
It is rather surprising that *douane*, or Customs House officers in Paris, did not think to use the X rays before now in order to detect fraud, &c. Since these have been called in request, strange contents of boxes and packages have been revealed, without opening. Some of the Customs authorities declare that the experiment might have been much more successful.

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solicitude, not only because of its suffering,

but because of the dreadful fear that the

disfigurement is to be lifelong and mar its

future happiness and prosperity. Hence, it

becomes the duty of mothers of such afflicted

children to acquaint themselves with the best,

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Cuticura Soap, to cleanse the skin and scalp of crusts and scales, gentle

applications of Cuticura Ointment, to allay itching, irritation and inflammation, and

soothe and heal, and mild doses of Cuticura Resolvent, to cool the blood in the

severer cases, are all that can be desired for the speedy relief and permanent cure of skin troubles in

infants and children, and the comfort of worn-out parents. Millions of women use

Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and

beautifying the skin, scalp, hair and hands, for removing irritations and weaknesses, and for many sanative, antiseptic purposes

which readily suggest themselves. Cuticura Resolvent, liquid and in the form of

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Hongkong, 18th February, 1904.

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Hongkong, 16th May, 1903. [3148]

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Hongkong, 4th April, 1904. [832]

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Hongkong, 31st March, 1904. [899]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, Ltd., have now 40,000 cubic feet of Co. Storage available at EAST POINT. Storage will be open at 10 A.M. and 4 P.M. daily. Goods accepted to receive and deliver perishable goods. Wm. PABZANE, Manager. Hongkong, 13th November, 1901. [87]

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Himong, 21st March, 1903. [95]

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Hongkong, 6th April, 1904.

**HONGKONG CLUB.**

**NOTICE.**

THE EIGHTEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the CLUB HOUSE, TO-DAY (WEDNESDAY), the 6th April, 1904, at 5 P.M.

By Order,

C. H. GEACE,

Secretary.

Hongkong, 26th March, 1904.

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This Advt. will appear 3 times only, viz: yesterday's, to-day, the 6th April, and again on Saturday, the 9th. It will be well to cut this out now and pin, paste, or nail up.

IT SPELLS "USEFUL."

Hongkong, 4th April, 1904.

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Hongkong, 18th May, 1903.

## PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the OFFICE of the General Managers, No. 14, Des Voeux Road, Victoria, THIS DAY (WEDNESDAY), the 6th APRIL, at 11.30 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and Electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 2nd April, at 1 P.M. until WEDNESDAY, 6th April.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 6th April, 1904.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the KOWLOON LAND AND BUILDING COMPANY, LIMITED will be held at No. 5, Queen's Road Central, Victoria, in the Colony of Hongkong, on the 9th day of April, 1904, at 12 o'clock Noon when the following resolutions will be proposed:—That the Articles of Association be altered in manner following:—

(a) In Article 81 the words "Five hundred dollars" shall be substituted for the words "One hundred and fifty dollars."

(b) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

Should these resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a Second Extraordinary Meeting which shall be subsequently convened.

Dated the 13th March, 1904.

A. SHELTON HOOPER,

Secretary to

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

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THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the HEAD OFFICE, No. 26, The Bund, Shanghai, on THURSDAY, the 21st APRIL, 1904, at 4.30 o'clock P.M. precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1903, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 11th of APRIL, to the 21st of APRIL, 1904, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least Forty Eight hours before the Meeting.

By Order of the Board of Directors:

W. S. JACKSON,

Secretary.

Shanghai, 25th March, 1904.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1894, of the Five Shares Nos. 14181/14185 in this Company, standing in the name of Mr. MOCK SE YONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above certificate is not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON,

Acting Secretary.

Hongkong, 4th April, 1904.

HIRANO WATER.

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Hongkong, 31st July, 1903.

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From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903.

NOTICES OF FIRMS

THE CHINA FIRE INSURANCE CO., LD.

NOTICE.

FROM THIS Date, and during the Absence of Mr. GEO. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

E. GOETZ, Chairman.

Hongkong, 30th March, 1904.

NOTICE.

MR. CHRISTIAN SKOTT is Authorised to Sign our Firm by Procuration from this date.

H. SKOTT & CO.

Hongkong, 1st April, 1904.

CONNAUGHT HOUSE HOTEL.

MR. FREDERICK BISHOP has been appointed MANAGER of the above Hotel from this date, April 1st 1904.

HO PO FAN,

Proprietor.

Hongkong, 1st April, 1904.

NOTICE.

THE CAPTAIN of the British steamer "ALGOA BAY" will NOT BE RESPONSIBLE for any DEBTS contracted by Officers or Crew.

Hongkong, 4th April, 1904.

## ENGLAND AND THE WAR.

"A WICKED FALSEHOOD."

The following is extracted from the report of the proceedings in the House of Lords, on February 24th.

EARL SPENCER.—I beg to ask the noble Earl opposite questions of which I have already given him notice, and it is not necessary to make any preliminary remarks with reference to them. I am quite sure your Lordships will agree that the questions are of great moment to this country. The points which I have raised in the questions are exercising considerable interest throughout the land. I wish to ask whether the First Lord of the Admiralty can give the House information on the following statements which have been made in the Press or elsewhere as to the action of this country in regard to the Russo-Japanese War, it having been interpreted that this country has broken the letter or the spirit of neutrality—first, in allowing the Argentine cruisers bought by the Japanese Government to leave Genoa under the British flag; second, in supplying Naval officers to command these cruisers; third, in the escorting of these cruisers in the Mediterranean by his Majesty's ships; fourth, in not allowing certain Russian warships to dock at Malta; and fifth—a matter about which I have already asked a question, but which I now repeat—in allowing the Japanese to use Weihaiwei as a basis for their attack on Port Arthur.

The EARL OF SELBORNE.—Recognising the gravity of the questions, I am absolutely at a loss to conjecture from what source these stories have emanated. There is, I fear, some influence at work which is endeavouring to misrepresent the attitude of this country, and to show that our Navy is not observing that strict neutrality which is incumbent upon it. I will take each of the points in turn which have been mentioned by the noble Earl. It has been stated that two cruisers bought by the Japanese Government, from the Argentine Government, and which were built at Genoa, were allowed to leave that port under the British flag. My Lords, there is no word of truth in that statement (hear, hear). An application was made to the Consul that the ships should be allowed to fly the British flag. The request was immediately refused, and they never flew that flag for a single second (hear, hear). Again, it has been stated that the Admiralty supplied two Naval officers as captains to these cruisers. Again there is not a word of truth in that statement (hear, hear). Two gentlemen who had been officers in the Navy were selected by the Japanese Government to command the cruisers. They were gentlemen over whom the Admiralty had no sort of control whatever, and they drew neither pay nor pension from the Government. They had, however, some time ago voluntarily placed themselves on what is known as the emergency list of ex-officers who are available in time of war. The moment the Admiralty learnt that these officers—over whom they had no control—had undertaken command of the cruisers, the Board decided to strike them off the emergency list, and this was done before any kind of complaint was made, before the facts had become public and simply because the Board of Admiralty thought it the wiser course to do, and one which would leave no room for misrepresentation. The third statement that has been made is that these cruisers, after leaving Genoa, were escorted through the Mediterranean by his Majesty's ships. There is also no foundation of any sort or kind for that statement (hear, hear); I do not even know what colourable accident may have given rise to it. I do not believe myself, and I have no knowledge, that they were even in sight of his Majesty's ships. Again, it has been stated that we acted in a discourteous and unusual manner in respect to the docking of certain Russian destroyers at Malta. What are the facts of the case? Some considerable time ago, before the affair between Japan and Russia had arrived at any critical stage, application was made on behalf of the Russian Government to the Board of Admiralty, that we might allow a certain number of Russia's destroyers to be docked at Malta. That request was granted, as usual, with pleasure. When these destroyers went to Malta, affairs between the Japanese and Russian Governments had evidently become critical, and it behoved us to consider what would be the position, according to International Law, if war broke out while these destroyers were still at Malta. As your Lordships will remember, the law in the matter is this: That a foreign ship of war must leave within 24 hours a neutral port, or be detained at the port during the duration of the war. We thought it was only fair to the officer commanding these Russian destroyers that he should be reminded of this fact, or otherwise, if war broke out, he might find himself in the position that he could not leave within the 24 hours, and that the ships would be kept there during the whole of the war. Therefore, we thought it right to remind him of the state of International Law. So your Lordships will understand that the only inducement we had in giving him this reminder was that we should be quite clear of any future suggestion that we had not given a warning which we might have given (hear, hear). Unfortunately, there was a misunderstanding, for which I cannot account. The Russian Consul understood that the destroyers were directed to leave Malta within 24 hours—not that if war broke out they would have to leave. That has been explained to the Russian Government as a very regrettable misunderstanding, arising, as your Lordships will see, from our desire to be sure that the Russian officer understood the position. I might say in that connection that nothing more contrary to the ordinary practice of the Navy than to be inhospitable to the ships of other Navies can be conceived. I do not think that foreigners entirely realise the extent to which we extend that hospitality, and extend

it gladly (hear, hear). I have had the cases looked up, and I find that within the twelve months ending January 31 of this year, in no fewer than 79 separate cases we have had the opportunity of offering hospitality to Russian ships in various ports of our own all over the world (hear, hear). I only mention that to show what I think is too little remembered on the Continent—the spirit in which we approach this question. Lastly, it has been stated, and it has been, I fear, very widely believed, that the attack made on the Russian Fleet at Port Arthur was made by the Japanese Fleet from Weihaiwei as a base. My Lords, that is a most wicked falsehood (hear, hear). I can use no language less strong, and the responsibility is indeed great of the source from which such a story emanated. The fact is that not a single Japanese ship has been at Weihaiwei since August last; and at the very moment when this story was being most diligently circulated, with the deliberate idea of inflaming Russian opinion against this country, I am glad to say his Majesty's ship *Talbot* at Chemulpo was engaged in giving up the whole of its accommodation and extending its hospitality to the sailors of the Russian ships which suffered in the recent engagement, for which the Russian Government has thanked us, and in respect of which the late Russian Consul in Corea has testified to the warm sympathy with which the Russian crews were received by the English, French, and Italian cruisers. I need hardly say that the *Talbot* would have done the same for the Japanese in a similar case, because the attitude of the British Navy to both the Russian and the Japanese Navies is nothing but one of admiration and respect, and the whole object in view is to fulfil the spirit as well as the letter of the obligations of strict neutrality (cheers).

The EARL OF ROSEBERY.—I am quite sure that the statement of the noble Lord will be received with satisfaction. There is only one point as to which there is some reason for hesitation and regret, and that is the communication made to the Russian Consul at Malta. Will the noble Earl tell us by whom it was made, and whether it was in writing or verbally?

The EARL OF SELBORNE.—I should like to refresh my memory exactly, so as to correct myself, if the noble Earl will allow me to do so. I believe that the facture there. The Governor of Malta requested the Naval Commander-in-Chief to make a communication to the captain in command of the Russian destroyers. The captain in command could not be found, and the Russian Consul came to see the Naval Commander-in-Chief. The explanation was verbal, and the misunderstanding arose, I think, from the fact that the communication was verbal and not in writing.

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Width of Entrance on Top ... 89

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**"DARTING" "LANOLINE"**

No imitation can bear the "Darting". No imitation can be called "Darting".

"DARTING" TOILET "LANOLINE" in collapsible tubes.

"DARTING" "LANOLINE" TOILET SOAP.

155-2-2

**BUTTERFIELD & SWIRE,**

Agents

**LONDON AND LANCASHIRE**

**ROYAL EXCHANGE**

**PALATINE**

**ORIENT**

Fire Insurance Companies.

Hongkong, 18th August, 1903.

[1919-2]

**"BILLIARDS"**

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

**BEST AFRICAN IVORY BILLIARD BALLS.** THOROUGHLY SEASONED.

**CRYSTALINE AND BONZOLINE BALLS ALL SIZES.**

**WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.**

**WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.**

**ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.**

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

**JOHN ROBERTS & CO., LD.,**

BILLIARD TABLE MAKERS AND IVORY TURNERS,

ROMBAY.

Hongkong, 6th April, 1904.

[927-2]

**NEW ORIENTE HOTEL**

CORNER REAL AND MAGALLAN



## SHIPPING.

## ARRIVALS.

April 4, CAPRI, Italian str., 4,027, G. Bolito, Bombay 17th March and Singapore 29th, General.—CALDWELL & CO.

April 4, HOLSTEIN, German str., 983, T. C. Hansen, Saigon 31st March, Rice and General.—CHINESE.

April 4, PHOENIX, Norwegian str., 1,023, Lovibryggen, Moji 30th March, Coal.—OSAKA SHOSHEN KAISHA.

April 4, SHANTUNG, German str., 1,687, Engelhart, Singapore 28th March, Kerosene Oil, Melchers & Co.

April 5, ARTEMISIA, German str., 3,656, E. Grommeyer, Hamburg and Singapore 29th March, General.—HAMBURG-AMERIKA LINIE.

April 5, ELISE, German str., 903, J. Pedersen, Saigon 31st March, Rice and Flour.—JENSEN & CO.

April 5, EVANDALE, British str., 2,468, Buyers, Perth 15th Feb., Coal.—ADMIRALTY.

April 5, FORMOSA, British str., 2,606, B. W. H. Snow, London 20th Feb., General.—P. & O. S. N. Co.

April 5, JOHANNES, German str., 952, Island, Saigon 31st March, Rice.—JENSEN & CO.

April 5, LOONGKANG, British str., 1,092, G. S. Weigull, Manila 2nd March, General.—JARDINE, MATHESON & CO.

April 5, TAIHON, Chinese steamer, 1,216, W. Jamieson, Shanghai 2nd April, General.—CHINESE.

## CLEARANCES.

At the Harbour Master's Office, 5th April.

Foyle, British str., for Moji.

Hanoi, French str., for Haiphong.

Y. Tides, German str., for Swatow.

## DEPARTURES.

5th April.

ARMAND BEHIC, French str., for Europe.

J. LONHEIM, British steamer, for Mrs. Day.

Bora, Norwegian str., for Bangkok.

CHINA, American str., for San Francisco.

DIV, Portuguese gunboat, for Macao.

GIENFALLOCH, British str., for Amoy.

HATCHING, British str., for Swatow.

LIAN, British str., for Shanghai.

MARQUESS, German str., for Bangkok.

M. FRODO, Chinese str., for Shanghai.

TAISHUN, Chinese str., for Canton.

TUNGSHING, British str., for Canton.

W. HAMPOL, British str., for Shanghai.

## VESSELS IN DOCK.

5th April.

ABREDELM DOCKS.—H. I. G. M. S. Mosee, Lin Tan, Tientsin, China.

OMOPOLITAN DOCK.—H.M.S. Otter.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 6th April, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents, Hongkong, 31st March, 1904. [885]

## THE Steamship

"ARTEMISIA," Captain Grommeyer, will be despatched for the above ports TO-MORROW, the 7th April, at Noon. For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 31st March, 1904. [906]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"BALLAARAT," Captain C. R. Longden, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay etc. on SATURDAY, the 6th APRIL, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 29th March, 1904. [1]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

## THE Company's Steamship

"TRIESTE," Captain Mecozi, will be despatched as above on WEDNESDAY, the 20th April, P.M. For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Princes Building, Hongkong, 29th March, 1904. [3]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ARROW, British 4-m. barque, McDonald—Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	9th inst. at Noon.
LONDON & ANTWERP	MACHAON	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	12th inst. at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	MACHAON	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	About 13th inst.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	26th inst.
BREMEN, via PORTS OF CALL	HAMBURG	Ger. str.	Burmeister	MELCHERS & CO.	10th May.
HAMBURG	BREISGAVIA	Ger. str.	Schulke	MELCHERS & CO.	13th inst. Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dohren	HAMBURG-AMERIKA LINIE	14th inst.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Grommeyer	HAMBURG-AMERIKA LINIE	15th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	STASSBURG	Brit. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
TRIESTE, &c., via SINGAPORE, &c.	SEGOVIA	Ger. str.	Ferok	HAMBURG-AMERIKA LINIE	14th June
GENOA, MARSEILLES & LIVERPOOL	TRIESTE	Aus. str.	Mecozi	SANDER, WIELER & CO.	20th inst. P.M.
NEW YORK, via PORTS & SUEZ CANAL	IDOMENEUS	Brit. str.	Mecozi	BUTTERFIELD & SWIRE	14th inst.
VANCOUVER, via SHANGHAI, &c.	ACHILLES	Brit. str.	Mecozi	BUTTERFIELD & SWIRE	About early May.
VANCOUVER, via SHANGHAI, &c.	SHIMOSA	Brit. str.	Mecozi	BUTTERFIELD & SWIRE	20th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	E. OF INDIA	Brit. str.	Mecozi	CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	ATHENIAN	Brit. str.	Mecozi	CANADIAN PACIFIC R. CO.	4th May.
VICTORIA (B.C.) & TACOMA via JAPAN	HYSON	Brit. str.	Mecozi	CANADIAN PACIFIC R. CO.	19th inst.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	Mecozi	BUTTERFIELD & SWIRE	14th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	McArthur	PORTLAND & ASIATIC CO.	8th inst. at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA & KOBE	ARTEMISIA	Ger. str.	Grommeyer	HAMBURG-AMERIKA LINIE	To-morrow, Noon.
SHANGHAI	HUSAN	Brit. str.	Grommeyer	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LYNEMOON	Ger. str.	Th. Lehmann	SIMPSON & CO.	About 10th inst.
POOCHOW, via SWATOW & AMOY	TRUMP	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	13th inst. 10 A.M.
TAMU, via SWATOW & AMOY	FRITHOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	10th inst. 10 A.M.
ANPING, via SWATOW & AMOY	M. STROVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
SWATOW, AMOY & TAMSUI	CHIEF	Jap. str.	Gibson	BUTTERFIELD & SWIRE	To-morrow, Noon.
MANILA	HAICONG	Brit. str.	Gibson	DOUGLAS LAPELLE & CO.	8th inst. 10 A.M.
MANILA, AUSTRALIAN PORTS	KAIFONG	Brit. str.	Gibson	BUTTERFIELD & SWIRE	To-day.
MANILA DIRECT	CHINGU	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	8th inst. at 4 P.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	9th inst. 10 A.M.
CEBU & LOILO	RUBI	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	16th inst. 10 A.M.
SINGAPORE, PENANG & CALCUTTA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 30th inst.
BOMBAY, via SINGAPORE & PENANG	WUCHANG	Brit. str.	J. G. Spence	BUTTERFIELD & SWIRE	8th inst. at 4 P.M.
	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO., LD.	To-day, at 3 P.M.
	CAPRI	Ital. str.	Bolito	CALDWELL & CO.	11th inst. Noon.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN," Captain McArthur, will be despatched for the above ports on FRIDAY, the 8th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 19th March, 1904. [785]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SHIMOSA" ... About early May.

For Freight and further information, apply to DODWELL & CO., LD., Agents, Hongkong, 5th April, 1904. [877]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong 8th September, 1903.

## HONGKONG-CANTON LINE.

THE British steamship "YING KING," Captain Ramsey, of 1,083 tons. Registered, is the newest, fastest, and most luxuriously furnished steamer on the line, and is lighted throughout with electricity; hot and cold water service. The engine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 216, Wing Lok Street, Hongkong, 27th February, 1904. [577]

## MESSAGERIES CANTONNAISES.

J. TREVOUX & CO. HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU," Captain Frangeni, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 4.5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

1st Class European ... \$3.00

2nd Class European ... \$2.00

1st Class Chinese ... \$1.50

2nd Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to J. LANDOLT, Agent, The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1904. [420]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" 8,000 Tons ... WEDNESDAY, 20th April.

R.M.S. "ATHENIAN" 8,352 Tons ... WEDNESDAY, 27th April.

R.M.S. "EMPERESS OF JAPAN" 8,000 Tons ... WEDNESDAY, 11th May.

R.M.S. "TAMAR" 4,425 Tons ... SATURDAY, 21st May.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons ... WEDNESDAY, 1st June.

Hongkong to London, 1st Class ... via St. Lawrence 20v ... via New York \$62.

Intermediate on Steamers ... \$40.

and 1st Class Rail ... \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. F. BROWN, General Agent, 9, Pedder Street.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE STEAMSHIP

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,371	A. Wagner	April 14, 1904
"ARABIA"	4,483		
"ARAGONIA"	5,198		
"NUMANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT, Hongkong, 29th March, 1904. [14]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

YOKOHAMA, via SHANGHAI, HAI MOJI AND KOBE (Passing through the Inland Sea) ... FORMOSA ... About 7th April ... Freight and Passage.

LONDON, &c. ... BALLAARAT ... Noon, 9th April ... See Special Advertisement.

SHANGHAI ... MALTA ... About 10th April ... Freight and Passage.

LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES ... MALACCA ... About 13th April ... Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 6th April, 1904. [1]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 9th April, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 16th April, 10 A.M.
PERIA	1880	A. H. Nottley		

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS, Hongkong, 30th March, 1904. [16]

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
BEISGAVIA	HAMBURG	On 14th April. Freight.
Capt. Schulte	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 25th April. Freight.
Capt. von Dohren	(Calling at Singapore and Penang)	
ARTEMISIA	HAVRE and HAMBURG	On 8th May. Freight.
Capt. Grommeyer	(Calling at Singapore and Colombo)	
MARBURG	HAVRE and HAMBURG	On 17th May. Freight.
Capt. Stern	(Calling at Singapore and Penang)	
STASSBURG	HAVRE and HAMBURG	On 31st May. Freight & Passengers.
Capt. Madsen	(Calling at Singapore and Colombo)	
SEGOVIA	HAVRE and HAMBURG	On 14th June. Freight.
Capt. Ferok	(Calling at Singapore and Penang)	

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
* HAMBURG	WEDNESDAY 18th April
PRINZ HEINRICH	WEDNESDAY 27th April
OLDENBURG	WEDNESDAY 11th May
BAYERN	WEDNESDAY 25th May
SACHSEN	WEDNESDAY 8th June
ZIETEN	WEDNESDAY 22nd June
SEIDLITZ	WEDNESDAY 30th July
REON	WEDNESDAY 20th July
PREUSSEN	WEDNESDAY 3rd August
PRINZ REGENT LUITFOLD	WEDNESDAY 17th August
PRINZ HEINRICH	WEDNESDAY 31st August
GNEISENAU	WEDNESDAY 14th September
BAYERN	WEDNESDAY 28th September
SACHSEN	WEDNESDAY 12th October
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITFOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of APRIL 1904, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 11th April. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 12th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linens can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS, Hongkong, 30th March, 1904. [5]

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC CO. BOSTON'S CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Wednesday, May 4th
TACOMA	2,812	M. Ridley	Friday, May 19th
SHAWMUT	9,506	W. M. Smith	Saturday, May 21st

\* Not carrying second class passengers. † Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 9,606 tons, W. M. Smith, About 30th April.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, QUEEN'S BUILDINGS, Hongkong, 20th March, 1904. [7]

## OSAKA SHOSHEN KAISHA.

## REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS.	LEAVING
ANPING, via SWATOW	"TRITON"	WEDNESDAY, 6th April, at 10 A.M.
TAMU, via SWATOW	"H. KRAFT"	SUNDAY, 10th April, at 10 A.M.
FOOCHOW, via SWATOW	"H. A. HARALDSEN"	WEDNESDAY, 13th April, at 10 A.M.</







